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COUNTRY Eastern Germany

REPORT NO.

TOPIC Marseburg Airfield

25

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25 July to 6 September 1952

DATE OBTAINED DATE PREPARED 20 October 1952

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

DO NOT CIRCULATE

1. On the evening of 25 July 1952, a jet fighter [redacted] landed at Marseburg airfield. Twenty-seven jet fighters were counted at the field. The planes were parked in three groups of nine on various dispersal areas at the field.
2. The following air activity was observed at the field between 14 August and 6 September:

25X1 14 August. Between 2 and 4 p.m., individual local flights by MiG-15s were made.

25X1 15 August. Between 10 a.m. and 6 p.m., there was individual local flying in clear weather.

16 August. Individual local flying was practiced between 10 a.m. and 2 p.m.

17 and 18 August. There was no flying although the visibility was good. The sky was partly cloudy.

25X1 19 August. Between 10 a.m. and 2 p.m., individual flights were made inspite of continuous rain. The sky was overcast, the cloud base being at an altitude of 600 meters. [redacted]

20 August. There was air activity between 10:15 a.m. and noon. A type-29 plane 25X1 [redacted]

22 August. Between 5:10 a.m. and 2:20 p.m., flying was practiced. Two formations of four planes fitted with auxiliary fuel tanks took off and landed after 55 to 65 minutes.

23 August. Flying was practiced by individual planes between 10 a.m. and noon. The sky was overcast.

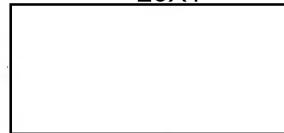
24 August. A MiG-15 landed at 4:05 p.m.

25 August. There was intensive air activity between 8:35 a.m. and 4 p.m.

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26 August. Throughout the day, the visibility was bad, and there was ground fog. Individual local flights were made between 7:55 a.m. and 6:10 p.m.

27 August. There was little flying activity between 8:25 a.m. and 1 p.m.

28 August. A few flights were made between 8 a.m. and 4 p.m. At night fall, night flying started by eight MiG-15s. The sky was partly cloudy. The planes took off at intervals of 5 to 7 minutes, circled once over the field and then landed. The aircraft had their positions lights on.

29 August. Throughout the day, there was little air activity between 6:30 a.m. and 6:30 p.m. As on the preceding evening, night flying was practiced between 8:50 a.m. and 10:10 p.m.

30 August. At 1:40 p.m., a formation of eight MiG-15s with auxiliary fuel tanks landed at the field coming from the east.

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31 August. At 4:10 p.m., one MiG-15 landed at the field.

1 September. No air activity was observed throughout the day. Between 7 p.m. and midnight, night flying was practiced by six MiG-15s. The aircraft took off and flew in elements of two until it grew dark. After nightfall, the take-offs were made individually. The pilot of the second plane opened the throttle when the first plane was airborne. The latter plane flew straight ahead for a short distance, then turned to the left, while the second plane approached thus forming an element of two. The flights lasted about 40 minutes. During the landings, the landing lights were on.

2 September. Between 9 a.m. and 2 p.m., there was little air activity by 3 or 4 MiG-15s. Night flying was practiced between 8 p.m. and midnight. Four planes took off individually but closely behind each other. The aircraft formed a left echelon formation. Source roughly estimated that the distance between the individual planes was about eight aircraft lengths and that the interval was about eight wing spans. The formations headed east and returned to the field after about 15 minutes. When the first MiG-15 touched ground the next plane approached and was about 1,000 meters from the landing field.

3 September. Between 8 a.m. and 4 p.m., four or five individual local flights were made.

4 and 5 September. There was no air activity. It rained continuously.

6 September. No flights were made although the weather cleared up in the afternoon.*

3. A fence with an opening about 50 meters wide had been erected between two hangars at the field. Source observed that the aircraft were towed behind the fence to hide them from view.

4. A beacon light located in the middle of the landing field, south of the runway was in operation at night. It flashed up occasionally even when no flights were made. The beam of light radiated at an angle of 45 degrees. The searchlight rotated counter-clockwise. After 13 and a half rotations the rotation became considerably slower and after the fourteenth rotation the searchlight stopped at its starting point, beaming its light exactly toward the north. Then the searchlight was switched off. The same procedure was repeated after 2 minutes. Each rotation took 3 to 4 seconds.

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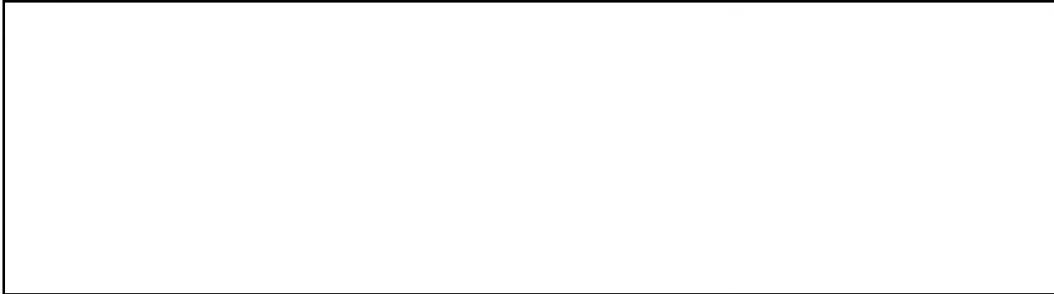
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5. After 29 August, four individual radio masts of different types were observed at the field south of the target ranges. **
6. An estimated 1,200 men were stationed at the field. Individual soldiers wore red-bordered black epaulets. In late August, about 50 men wearing red-bordered black epaulets with artillery insignia were quartered in the Flak Kasernen. Aircraft observed at the field included 27 MiG-15 and type-29 planes on 24 August and 13 MiG-15 and type-29 planes and 1 single-engine fighter on 30 August. **

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Comment.

25X1 [redacted] Air activity observed particularly night flying in formations of up to five planes indicates the progress of training of the fighter regiment at Herseburg airfield.

25X1 Comment. The radio installation south of the target range is reported for the first time. No detailed information on the masts has been received so far.

25X1 Comment. The observation that the occupation strength at the field differed between 24 and 30 August 1952 may indicate that a portion of the planes assigned to the regiment were transferred to Erfurt-Bindersleben airfield.

25X1 Previously about 10 planes of the fighter regiment in Altenburg were stationed in Erfurt-Bindersleben. These ten planes probably returned to Altenburg. [redacted] It is believed that Erfurt-Bindersleben

25X1 airfield is alternately occupied by aircraft of the fighter regiments at Altenburg, Herseburg and Koethen airfields.

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